provide voice, data, teletex, facsimile, videw-tex and electronic mail services and to divert the high traffic of business subscribers from the normal network.

(iv) *Cellular Radio Telephone Network*

This Network will provide radio based access from mobile/fixed subscriber terminals. While on the one hand, it will provide the capability of mobile service, in fixed service applications, it will eliminate the problems of underground cable network.

(c) With the commissioning of these Networks, the quality of service for general public over the existing network will also improve, as a result of the heavy traffic of the business subscribers being diverted to these Networks.

Shortage of Electric Locomotive

461. SHRI SURENDRA SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of shortage of electric locomotive in the country;

(b) if so, what steps have been taken by Government to encourage indigenous manufacturing of electric locomotives in the country.

(c) what steps Government propose to take to meet the shortage of electric locomotives;

(d) whether the shortage of electric locomotives has slowed down the pace of electrification in the country; and

(e) if so, what are the measures taken by the Government to speed up electrification of railway tracks in the country?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) There is a marginal shortage of electric locomotives at present.

(b) and (c) To meet the present shortfall and to cover the requirements in future years, following steps have been taken:—

(i) The capacity of manufacture of electric locomotives at Chittaranjan Locomotive Works is being increased from 60 to 100 locomotives per year.

(ii) Procurement of 80 to 100 electric locomotives from M/s. Bharat Heavy Electricals Limited is being arranged.

(iii) A limited number of 6000 horse power electric locomotives of latest technology are being imported. This will also enable to update electric locomotive manufacturing technology in the country.

(d) No, Sir.

(e) Does not arise.

गुजरात में वायूदूत सेवाएं

462. **श्री राम सिंह भाई पातलीया भाई राठवा :** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि :

(क) गुजरात के विभिन्न शहरों जैसे राजकोट, भावनगर, अहमदाबाद, जामनगर, कच्छ, सूरत और बड़ौदा आदि को जोड़ने हेतु वायुदूत सेवाओं के परिचालन के लिए सरकार ने 1987-88 और 1988-89 के लिए क्या-क्या योजनायें और परियोजनायें तैयार की हैं ।

(ख) 1 जनवरी, 1986 से 15 जुलाई, 1987 की अवधि के दौरान सरकार को इस संबंध में गुजरात सरकार के विभिन्न चैम्बर आफ कामर्स एण्ड इंडस्ट्रीज संस्थानों तथा संसद सदस्यों से कितने पत्र, सुझाव, ज्ञापन तथा प्रस्ताव आदि प्राप्त हुए ; और

(ग) उसका ब्यौरा क्या है और उन पर क्या कार्यवाही की गई है ?

नागर विमानन मंत्रालय के राज्य मंत्री तथापर्यटन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) विमानन क्षमता की उपलब्धता आधारभूत सुविधाओं के विकास तथा परिचालन की आर्थिक क्षमता होने पर वायुदूत की चालू योजना अवधि के दौरान, गुजरात राज्य में राजकोट तथा द्वारका को हवाई सेवा से जोड़ने की योजना है।

(ख) और (ग) इन स्त्रोतों से 15 पत्र प्राप्त हुए हैं जिनमें नये हवाई मार्ग बनाने के ढांचे और समय में परिवर्तन तथा हवाई अड्डा सुविधाओं के बारे में अनुरोध किया गया है और इनमें हैंडलिंग एजेंटों के खिलाफ शिकायतें भी शामिल हैं। वायुदूत ने जहां भी संभव हुआ है सुधारात्मक कार्यवाही की है।

Complaints against the caterer of Nehru Stadium

463. SHRI SURESH PACHOURI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that the athletes camping at the Nehru Stadium boycotted the food served to them;

(b) if so, what were the reasons for the said boycott of food;

(c) what is the name of caterer who supplied poor quality of food which was not fit for human consumption;

(d) what action has been taken against the said caterer; and

(e) what alternative arrangements were made for supply of good quality food to the athletes?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) to (e) It is true that the athletes staying at the Residential Wing, Jawaharlal Nehru Stadium, boycotted the food served to them on 2nd and 3rd July, 87, as they were not satisfied with contents and quantity of the food being served, especially non-vegetarian dishes. The caterer concerned was Delhi Tourism Development Corporation (DTDC) and the problem was resolved by shifting the athletes staying in the Residential Wing for purposes of boarding to the other caterer, M/s. Midgets Canteen Services. Necessary steps have since been initiated for greater supervision in regard to catering arrangements by forming a Mess Committee having representatives of Campers also, in addition to the Stadium Administrator and the concerned Coaches.

Foundation problem of the Taj Mahal

464. SHRI SURESH PACHOURI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that the Taj Mahal in Agra has developed crack on its super-structure and there is decay of veneer stones and yellowing of marble;

(b) if so, whether any Plans of action has been drawn up for studying the foundation problems of the Taj Mahal; and

(c) by when the work in this connection is likely to start?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI): (a) No cracks have developed in the super-structure of Taj Mahal, Agra recently. The cracks noticed have been in existence for decades. The tell-tales fixed by Archaeological Survey of India in 1943 have shown no further expansion of these cracks. However decayed and cracked veneer stones are replaced as and when necessary. Discolouring of the marble has been noticed at some places which is due to suspended particulate matter combined with organic carbonaceous material on the surface which is cleaned chemically, periodically.